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# Pennsylvania:

## THE GERMAN INFLUENCE
## IN ITS SETTLEMENT AND DEVELOPMENT

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**A Narrative and Critical History**

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PREPARED BY AUTHORITY OF

THE PENNSYLVANIA-GERMAN SOCIETY

## PART XVI

*THE WRECK OF THE SHIP NEW ERA*

*UPON THE NEW JERSEY COAST, NOVEMBER 13, 1854*

PUBLISHED BY THE SOCIETY

**Publication Committee.**

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WRECK OF THE CLIPPER SHIP "NEW ERA"

AFTER A SKETCH MADE ON THE MORNING OF THE WRECK NOVEMBER 13, 1854, IN POSSESSION OF THE WHITE FAMILY.

# The Wreck of the Ship New Era

## Upon the New Jersey Coast

## November 13, 1854

BY

JULIUS FRIEDRICH SACHSE, LITT.D.

PART XVI. OF A NARRATIVE AND CRITICAL HISTORY

PREPARED AT THE REQUEST OF

THE PENNSYLVANIA-GERMAN SOCIETY

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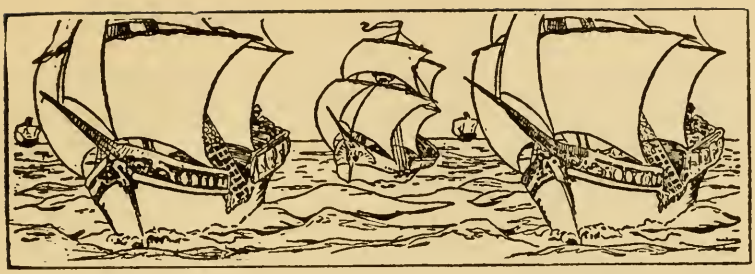


# CHAPTER I.

## The Wreck of the "New Era."[1]

THE story of the early German Emigration to Pennsylvania and adjacent States, forms one of the most interesting chapters of our local history. Happily without any record of such great disaster to an individual vessel as occurred in a later period which we intend to recall in the present instance, especially appropriate as the time indicates the half century mark since the people of this and neighboring States were horrified with the gruesome details attending a great marine tragedy upon our shores, so near to our own homes, and within the recollection of the writer and some of the older members of the Pennsylvania-German Society.

Much has been written of the sufferings and privations endured during the provincial and colonial periods by the Palatines as they were commonly called, during the ocean voyage to America; which in those times, and prior to

[1] Presented at the fourteenth annual meeting, Germantown, October 25, 1904.

the advent of the clipper ship often lasted from four to twenty-four weeks. Caspar Wistar in a published letter dated December 4, 1732, mentions a case of the latter kind where on account of lack of food they caught rats and mice on the ship, and a mouse was sold for as high as 30 farthings. To such trials we must add the brutality of the seamen, the rascality of the captains of that day, together with the deceptions practiced upon the German emigrant by the so-called newlanders or promoters of these emigrations. The ravages of ship fever and escapes from pirates have been successively set forth in our publications.

Yet all of these stories lose their horror when compared with the wreck of the "New Era" and the criminal heartlessness of the captain and his crew.

Fortunately the story of German emigration to America is remarkably free from stories of shipwreck attendant with any great loss of life. This is especially true during the early days of our history. The writer knows of no specific case where any German emigrant ship was wrecked with so fatal results upon our shores during the colonial period or the subsequent half century as that of the "New Era" upon Deal Beach on the morning of November 13, 1854, then a sparsely settled stretch of desolate, bleak and dangerous sandy coast of New Jersey. The scene of this tragedy is now known as the flourishing summer resort Asbury Park. The summer visitor who joins in the gay throng on the boardwalk when near Seventh Avenue will see a square plinth of granite. A shaft that formerly surmounted it, about 12 feet high, was washed away during a storm some years ago and was lost in the quicksand of the shore. This memorial marks the spot opposite to where the wreck took place and the

ribs of the vessel are now embedded in the shifting quicksand some rods from shore, leaving nothing visible to indicate the tragedy of that November day fifty years ago.

The night of Sunday, November 12, 1854, was a dark and stormy one, the moon had just entered into the last quarter, and a cold rain set in with high winds. Deal Beach on the Jersey shore, at all times a bleak, desolate and dangerous part of the Atlantic coast, strewn as it is by no less than forty-four wrecks during the past century, was particularly so upon the night in question, deserted by its sparse residents, then consisting of but few families, the most prominent of whom were the Allens, Whites, Corlies and Slocums, who eked out an existence on this barren shore by fishing and farming. The Allens at that time were the only ones who added to their income by taking summer boarders.

No regular United States life saving service had been established there half a century ago. A volunteer station, however, was kept up from 1848 to 1857 just above Great Pond, now Deal Lake, by Abner Allen. This was equipped with a surf boat and mortar for throwing a rocket line, but was without either any regular beach patrol or lookout.

During this eventful winter night the storm increased toward morning, when to add to the terrors of the coming morn the sharp clanging of a ship's bell was suddenly heard to mingle its sound with that of the howling elements. The scattered residents knew but too well what these sounds meant, and almost before the men could don their oilskins and sou-westers and reach the beach—shrieks of hundreds of despairing men and women reached their ears.

Arriving at the beach the people were startled to see,

through the misty fog and driving rain, the dim outlines of a large square rigged ship hard and fast upon the outer bar with all sails set, about five hundred yards from the shore. This was about six o'clock. About the break of day, a big set of seas lifted the vessel off the outer bar, and threw her fair upon the beach about 150 to 200 yards from shore. This was opposite where the base of the monument is seen at the end of Seventh Avenue at Asbury Park. The wind when the vessel struck was S.W. but soon veered around to S.E. The current of the sea setting north, turned the vessel broadside to the shore, her head to the south at a place noted for its shifting quicksands, and supposed to be the subterranean outlet for the body of water now known as Sunset Lake.

The sea running very high broke over the vessel as high as the first yard arm, and in less than an hour she filled and sank, the roughness of the surf resisting every attempt of the heroic volunteer surfmen to launch their life boat and reach the fated vessel.

As the day broke and the fog lightened a wierd sight met the people upon the shore. The deck and rigging of the vessel, which proved to be the clipper ship "New Era" from Bremen to New York, were filled with almost five hundred souls—German emigrants from the Fatherland to the New World.

The news of the wreck was quickly spread along the coast from Long Branch to Squaw, and for a considerable distance inland, and brought to the shore crowds of men, women and children, who hurried to the scene of the wreck in vehicles of all kinds from far and near, some to aid and assist in the work of rescue, among whom were two local physicians, some from idle or morbid curiosity, others again to capture such of the flotsam and jetsam as might be cast ashore.

TWO OF THE RESIDENTS WHO HELPED SUCCOR THE PASSENGERS.

EDWARD WARDELL AT HIS HOME.
BASE OF THE BRADLEY MONUMENT.

The volunteer life saving crew was quickly at the scene of the wreck with life boat, mortar and rocket line. Attempts were made at once to launch the lifeboat under the direction of Britton White and John Slocum, two of the most experienced surfmen on that part of the Jersey coast, but as before stated owing to the wildness of the surf every effort proved futile.

To make matters worse, as the wind shifted, it swung around the spankerboom and swept into the sea from eighty to a hundred of the unfortunate emigrants who had gathered in the lee of the boom. Several eye-witnesses of this tragedy told the writer that the sea around the after part of the vessel was black with the heads of the unfortunate Germans, in fact, to use the expression of an old lady, wife of a leading practitioner in Asbury, who was present when a child, "the sea looked as if a great flock of ducks had settled around the vessel."

In the meantime, while these efforts were made on shore a boat was lowered and cleared away from the ship. This was manned by the first and second officers and three of the crew who started for the beach with orders to get a line ashore through the wild breakers. The crew of the boat, however, cast off the line, abandoned the ship and rowed ashore. Another boat was lowered, but hardly had it cleared the ship when the cowards who manned it cut the line and saved themselves. The sailors heartlessly turned their backs on the wailing passengers. The last remaining boat, known as the "long boat" and intended to hold from 40 to 50 persons was then lowered over the lee side and six of the crew got in to bail her out. While thus occupied the ship's surgeon, a doctor Papensuysen, who had gathered up such gold and silver coin belonging to the passengers as was placed in his charge,

attempted to get into the boat. Weighted down as he was with his ill-gotten money, his weight capsized the boat and he was crushed between boat and ship, and was swallowed up by the sea, never to be found.

Hour after hour the desperate multitude shouted and raved, while the life savers on shore tried to shoot a line across the wreck from a mortar. Many of the shots were wild and several times the wire connected with the ball broke. But every time the mortar flashed the trembling passengers alternately cheered and groaned. About noon one of the shots carried the line straight. It went across the fore royal stay, and was caught by a man on the end of the flying gib boom. The Captain made it fast by the fore stay, and all hands helped to haul the life boat from the shore to the ship. The Captain got into the forechains, and was followed by a part of the remaining crew. The boat having capsized several times in being hauled to the ship was full of water, and the Captain ordered some of the crew to get in and bail her out. When this was done he jumped overboard and scrambled into the boat, leaving five of the crew aboard and as he got into the boat he cried out to the people to haul the boat ashore.

Ten or twelve of the passengers jumped after the Captain and attempted to get into the boat. They were, however, beaten back and all were drowned but four, who fought their way into the boat. The people on the beach now hauled the boat toward the shore, but she capsized three times in going, and only the Captain, three of the crew and one passenger who had clung to the keel of the boat, were saved.

On her way to the shore the line connecting the shore and ship parted and the hundreds of human beings upon

the ill-fated vessel were again abandoned and left in despair.

The life savers again fired lines to the doomed ship but all went astray. At last the powder was exhausted and but a single ball left, a call was then made among the people on the beach—and a number hurried to their homes for their powder horns. In a couple of hours enough rifle powder was gathered to try another shot which was the last one. This was successful so far as reaching the ship was concerned, but unfortunately the line caught on the foretopsail brace, far beyond the reach of any of the persons left aboard. By this time it was nearly dark, and the people on shore had exhausted their powder and shot, while the sea was running so high that nothing could be done with the boats. Thus almost four hundred despairing beings were left to what proved to be the death of the majority of their number.

The night was again a wild one. About eight o'clock in the evening a cold westerly wind set in, the blast which was piercing cold sweeping through the rigging and cordage with a dismal howl, while the pounding of the waves against the side of the doomed ship formed a deep bass. Yet more shrill than the sound of wind and wave, came the treble of the brazen ship's bell, whose iron tongue was kept in constant motion, seconded by the shrieks, groans and prayers of the half frozen and dying Germans who had been so ruthlessly abandoned by the Yankee captain and crew.

The people on shore, to cheer and encourage these poor people, built large fires of driftwood on the beach. These were kept up throughout the night to let the poor wretches know that they were not entirely deserted.

News of the disaster had also been telegraphed from

Long Branch to New York early in the eventful morning. This news was immediately conveyed to Captain Reynolds of the steamer "Achilles," a vessel employed by the underwriters to render assistance to vessels ashore, which was then lying off Sandy Hook. The captain in place of going at once to the scene of the wreck, asked advice from New York whether he should come up to the city for wrecking schooners. While thus losing valuable time another message was sent him that the lives of three hundred passengers were imperiled. Upon this advice Captain Reynolds decided to go at once to the scene of the wreck. Owing to the density of the fog and the rough sea it was not until eight o'clock in the evening that the steamboat hove to off Deal Beach. At that time the "New Era" was full of water and every swell was breaking in heavy surges across her decks, the rigging then being filled with human beings closely packed together clinging to each other, and to the ropes as the ship surged to and fro with each returning wave.

As the "Achilles," however, had neither life nor surfboats nor life preservers nothing could be done to render assistance to the dispairing Germans upon the wrecked vessel. The steamer, however, stood by, but was unable to approach near enough to be of material service. Unfortunately even communication could not be established as there was no one on the wreck who could understand English, and no one on the steamer who could speak German.

In the meantime another steamer, the "Leviathan," arrived from New York, but like the "Achilles" had neither apparatus nor means of rendering any assistance. Still later the tug "Hector" having a wrecking schooner in tow, hove into sight. No attempt, however, at rescue

THE WRECK MASTER, EDWARD WARDELL.

FROM PHOTO TAKEN AUGUST, 1904, BY JULIUS F. SACHSE.

was made and the " Achilles " and " Leviathan " returned to New York amidst the groans of the passengers. Thus the emigrants aboard the ill-fated ship were left to their fate, seemingly abandoned by the would-be rescuers on both land and sea.

Several persons who in their youth were present on the shore during this stormy night and assisted in keeping up the beacons during the night, told the writer that up to the present time they have not been able to forget the shrieks, cries and sounds of the poor people, and how they were gradually silenced as they either became numb from cold and exhaustion, or were washed into the raging sea.

However, before the break of day on the fourteenth, the ship was boarded from shore, and one hundred and thirty-five passengers, most if not all men, were safely landed, three of whom died shortly after reaching shore. This little party was all that was left alive out of the four hundred and ten aboard when the ship struck.

The rescue was brought about in the following manner: By four o'clock in the morning the sea had gone down sufficiently to enable surfboats to live. It was half past four o'clock when Edward Wardell, the wreck master of the underwriters and general agent of the American Coast Wrecking Company, gave orders to launch the surfboats. Jumping into the first boat, manned by a crew under Britton White and John Slocum, the wreck was soon reached, and Wardell was the first man to set his foot upon the deck. Two other boats followed, and at the command and under the direction of the wreck master the work of rescue was at once commenced, and was so well carried out that within two and one half hours all of the living were safely landed after having been buffeted by the

waves and elements for no less than twenty-six hours without food or drink. The rescue was achieved, notwithstanding the heavy rolling surf and the sea constantly breaking over the wreck.

Too much credit cannot be given to Wreckmaster Edward Wardell, for his efforts to save what remained alive of these poor German emigrants. The writer is glad to say that this noble hero at the present writing is still alive, living in the old homestead on the Shrewsbury river, hale and hearty with hair and beard as white as snow, a typical Jersey surfman of the olden time. His bright eyes glistened as he recounted the story of the "New Era" to the writer during the past summer, not the least interesting part being the story of how he stopped pilfering and the taking of valuables from the dead.

The bodies as they were washed ashore were gathered and taken to the ten pin alley at Allen's boarding house until an inquest could be held by the Coroner. As they could not be identified they were merely numbered and a description taken by that official. After this was done each body was placed in a rough wooden box (for which the Coroner charged the county seven dollars) and buried in a common grave in the little Methodist burial ground between Long Branch and Eatontown.

In after years an organization was formed by the Germans living at Long Branch, Red Bank, and adjacent villages, having for its object the erection of a suitable monument over this common grave. Their efforts proved successful and a fine granite shaft was set up and dedicated with appropriate ceremony on November 13, 1892. This quiet spot was visited by the writer during the past summer and was found to be in good order and the mound

was decorated with a number of small German and American flags. This monument organization is now continued as a beneficial society and has a large local membership.

In conclusion the writer will say that in running out the story of the "New Era" after the lapse of fifty years, he has interviewed a number of people who were present at the time of the wreck, necessitating the travel of many miles with attendant expense and loss of time. The official accounts of the day have also been obtained, which, together with a detailed statement from one of the crew and of two survivors, are incorporated in this paper to make the record complete.

In interviewing these different people, numerous interesting incidents were met with. It was found that among the survivors were two brothers, one of whom remained in New Jersey, the other drifted to Virginia. The former served three years in the Union army, while his brother served the same term on the Confederate side during the Civil War. Another survivor drifted to Chicago, became well to do, but lost his all in the great fire, but with German pluck and perseverance recovered, and is said to be again wealthy. All three of the above have since visited the scene of the wreck and rescue.

In another instance a woman was found wearing the ear-rings taken from the ears of one of the half-dead women cast upon the shore. Another family secured cloth enough from the wreck to clothe their men and boys for more than a quarter of a century. The story of how this large bolt of cloth was gotten is thus: A large German feather bed was cast up on shore. The wrecker hauling it on the beach felt something large and hard inside and when the ticking was cut open, the attempt to beat Uncle Sam's custom authorities was revealed. After

this find every mattress and feather bed coming ashore was cut open.

There are still many traditions current in the neighborhood of money belts and valuables taken from the bodies by different persons who scoured the beach for days after the wreck. But little definite of such facts could be found at the present day.

There was but one woman saved of those swept into the sea. She was cast upon the shore, about where the Asbury Park Casino now stands. The lifeless body of her husband was cast up at her feet. The woman who proved to be a passenger for Philadelphia, showing signs of life, was taken to a nearby house, and within two hours gave birth to a son.

Perhaps the most amusing incident in the writer's search after actual survivors, to get them to recall their gruesome experience was in the case of an old German woman back of Eatontown, to whom he was referred as one of the rescued number. After considerable trouble she was located and found, and while the interview was not entirely what was expected, it threw a gleam of comedy amidst the mass of tragic detail collected from other sources. This is what happened:

Finding that she was the woman to whom I was referred, I told her in a few words that I was looking up some survivors of the ill-starred "New Era" to get their story and that I was referred to her as one of the fortunate ones. Her reply was characteristic:

"Ach du lieber Gott! Dass vas so."

"Well kindly tell me now how you came to be saved?"

"Ach! das vas a derible time—mehr als tree hundert arme deutsche vos trounted, de Kaptain vas trunk und runs de ship on de shore to gets de insurance und kills de

passengers for der money und den he runs avay. Ach! du lieber Gott, es vas gräslich I never fergets it so long I lives."

"Well, my dear woman, how were you saved?"

"Vell as I tells you how it vas, I vas one of dem few womans vot vas not trounted. Ven I vas at Bremerhaven I gets sick und der toctor who vas a pig ret faced Dutchman vould not let me kum on der ship he say I going to die—so I tont go und koms over mit der next ship."

The "New Era" was a new ship of 1,328 tons, having been built at Bath, Maine, by Hitchcock & Company, during the previous fall and winter, and was launched in April. The vessel was upon her first voyage when she went ashore. Her owners were the builders, Hitchcock & Company, and the Captain, Thomas J. Henry.

She sailed from Bremen on September 28, 1854, for the port of New York, with a cargo of six hundred tons of chalk, about twenty thousand cubic feet of general merchandise, and a passenger list of five cabin passenger, six in second cabin and three hundred and seventy-four in the steerage. The crew consisted of 29 persons and twelve passengers' cooks, making a grand total including the Captain of no less than 427 souls.

The "New Era" was consigned to the firm of Charles C. Duncan & Co., of No. 52 South Street, New York City. She was commanded by Captain Thomas J. Henry, a part owner. The vessel was heavily insured, viz., $10,000 in the Mutual Insurance Company, of Bath, Me., $50,000 divided among six Boston companies, $25,000 in other Bath companies, and $6,000 in Wall Street, New York. Owing to this heavy insurance it was publicly stated at the time that the ship was intentionally run

ashore to get the insurance which it was believed was far above the real value of vessel and cargo.

The whole voyage, however, was an unlucky one; during the first few weeks the voyage was an uneventful one. It was no better nor worse than the average trip on a sailing vessel of that kind, where so many people were huddled together for weeks in the smallest possible space without proper food, ventilation or sanitation. As a result, when well out upon the ocean the cholera broke out among passengers and crew. The nature of the plague was kept quiet to prevent a panic. Forty-six, however, died and were buried during the night. To make matters worse during the latter part of October the ship encountered heavy gales, and shipped a sea which swept away the cook's galley, caused great damage and killed several passengers beside straining the vessel to such an extent that she sprang a leak, necessitating constant labor at the pumps.

On Sunday morning, November 12th, she ran into a fog, and a gale started up in the morning which grew into a storm. The ship began to roll heavily and refused to obey her helm, and finally drifted ashore early on the next morning, with the tragic results here chronicled.

The place where the vessel struck on the Jersey shore was between Deal and Long Branch, about fifteen miles below Sandy Hook and nearly thirty-five miles from New York. The sandy beach at that time was exceedingly bleak, and at that time of the year very dangerous. Shrewsbury Inlet was on one side of the vessel and the rugged beach of Squam on the other.

The probable cause of the disaster was a subject which engaged the conversation of all who were present at the beach. It was attributed by many to official neglect of

MONUMENT ERECTED BY JAMES B. BRADLEY, ESQ., TO MARK THE LOCATION OF THE WRECK OF THE "NEW ERA." SHAFT WASHED INTO THE SEA DURING A STORM.

duty. First, it is stated among the passengers that neither the captain nor the mate was upon deck at the time the vessel struck, that the captain was in his cabin asleep, it being the mate's watch, and that the latter had forsaken his post, and had been below for some time.

The scene of the wreck of the "New Era" at the time of the disaster was one of desolation. The coast was a wilderness of sand dunes and scrub pines. Less than a score of families lived along the shore from Elbernon down to the banks of Shark river, all was an unbroken solitude. Now after the lapse of half a century this same stretch of bleak coast has been transformed into a continuous line of pleasure resorts, with buildings and improvements representing an outlay of millions of dollars, and boasts of a population of thousands.

The immediate place of the wreck is now known as Asbury Park. James A. Bradley, the founder of this operation, erected a neat monument beside the boardwalk to commemorate the tragedy enacted here. This memorial was an ornate granite shaft, about twelve feet high surrounded by a light iron railing, and the anchor chains of the ill-fated "New Era." When erected a frame with the following inscription was temporarily attached to the shaft:

"NEAR THIS SPOT THE LARGE PACKET SHIP 'NEW ERA' WAS WRECKED IN 1854. OVER THREE HUNDRED PERSONS LOST THEIR LIVES. THIS MONUMENT IS ERECTED TO COMMEMORATE THE ZEAL AND ENERGY OF GOVERNOR WM. I. NEWELL OF NEW JERSEY. AS CONGRESSMAN HE SUCCEEDED IN GETTING A LAW PASSED ESTABLISHING THE UNITED STATES LIFE SAVING SERVICE, AND ALSO TO COMMEMORATE THE FIDELITY OF THE

LIFE SAVING CREWS, WHOSE EFFICIENCY RENDERS SUCH A DISASTER AT THIS DAY ALMOST IMPOSSIBLE. THE MONUMENT WILL BE SUITABLY INSCRIBED LATER."

During a severe storm the shaft was washed into the sea and settling down into the quicksands, same as the old wreck, it was never recovered. The picture here shown is unique, being an enlargement of a hand camera snapshot made by Professor Kain, of Philadelphia. The base of the memorial is still seen, a silent reminder of the tragedy, to the gay throngs that now crowd the board walk during the season. Mention has been made of the "New Era" Association. This organization was formed April 5, 1891. Its object was to raise funds to erect a monument in the West Long Branch cemetery, where the victims of the wreck were buried. The organizers of the association were John V. Kolb, of Long Branch, president; Henry Schoenlein, of Long Branch, secretary; G. P. Kuhl, of Red Bank, treasurer; Lewis Jacobson and Charles Gremer, of Long Branch, and William Howell, of Red Bank.

As a result of the labors of the association a monument costing over $700 was erected and was dedicated with appropriate ceremonies November 20, 1892. The plot was enclosed and has since been cared for by the association. Until the association was organized only a wooden slab marked the spot where the victims were buried.

The "New Era" Association gradually became a benevolent association, with branches at Long Branch, Red Bank and Keyport, and at the present writing is a flourishing organization.

## CHAPTER II.

### Contemporaneous Accounts of the Great Disaster.

THE first news of the disaster to reach Long Branch was about eight o'clock on Monday morning, November 13. This was immediately conveyed to Captain Reynolds of the "Achilles," who was then lying off Sandy Hook. While waiting an answer from W. R. Jones, as to whether he should go at once to the wreck, or go to the city for the wrecking schooners, a message came from Mr. Morris, at Long Branch, that the ship ashore had three hundred passengers on board, and was fast breaking up. Upon this, Captain Reynolds decided to go at once to the scene of the wreck, and co-operate with those already on the spot in saving life. A correspondent of the New York *Herald,* who was aboard, says:

"We left the Hook at half past nine, in a dense fog

and southerly wind, which raised a very heavy head swell. The fog, however, so increased in density as to render it impossible to discern objects further than the vessel's length, much less to keep sight of the shore at a safe distance, or see objects near it. We, however, kept on, until we must have been within a short distance of where the wreck lay; but as it was impossible to see or do anything, Captain Reynolds after waiting some time, put the vessel's head again to the northward. When opposite the Highlands, the fog suddenly lighted up, so that the land could be distinctly seen, and we again steered to the southward in search of the wreck.

"About eight o'clock we came in sight of her, lying broadside to the beach, heading to the southward, with her fore, main and mizzen topsails close reefed still standing. On reaching her, she proved to be level with the water and full, and the swell breaking in heavy surges across her decks. We had already passed many pieces of the wreck, and half a mile further on we saw the body of a little child, apparently about four or five years old, and in quick succession also that of a man, stripped of clothing, and others with clothes on—four or five bodies in all. As we approached the wreck, so as to get a nearer view, a most harrowing spectacle met the eyes.

"The jib-boom, rigging and top of the ship, fore and aft, were filled with human beings closely packed together, and clinging to each other, and to the ropes while the ship surged to and fro with each returning wave, which broke into spray far into the rigging and over the ship, drenching and suffocating the passengers, while the poor creatures filled the air with the most soul-harrowing and pitiful outcries for assistance. On the beach were some two hundred persons, gathered in groups, apparently consult-

ing as to how to act, while others sat leisurely upon the gunwale of the boats, which the heavy surf rendered it certain destruction to launch.

" We saw several boats upon the shore, apparently well adapted for the purpose, and a crowd of persons dragging along a life-boat toward the beach, where it was left, and no further attempt was made to launch it.

" We saw no line from the ship to the shore, and no life-car. From the fact that what appeared to be the ship's boat was lying on the beach, we judged that the officers and crew, or most of them, must have landed or been thrown ashore in her. The tide was now about at its full, the wind had died away, and a slight breeze sprang up from off shore, which greatly increased our hopes that the swell would go down with the tide, and render it possible for the boats to be launched from shore. As to ourselves, we found we could do nothing.

" The steamer, which is employed expressly by the underwriters to render assistance to vessels ashore, had not the sign of surf-boat on board, nothing but two miserable yawls, both of which would scarcely float the vessel's crew, were she sinking, and one of them could not float herself if put overboard.

" Not a spar, line or life-preserver—not a piece of cork big enough to float a drowning dog. By 4:30 o'clock the swell had so much subsided that every passenger could have been rescued had there been a surf-boat on board, and there was not a man, from the fireman to the pilot and captain, who would not have rejoiced at the opportunity of snatching the poor sufferers from death had they the means of doing it.

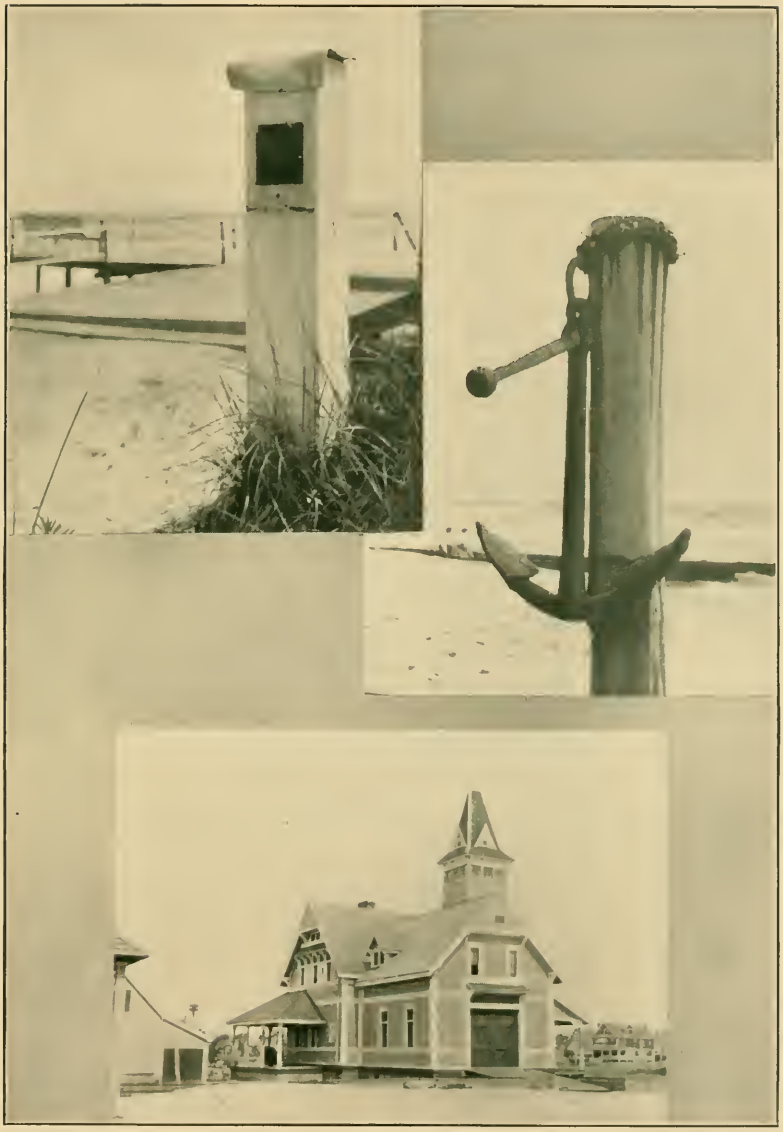
" By whose neglect is it that these steamboats are not provided with surf-boats for such dreadful emergencies as

this? Still hoping for a movement towards launching the boats from shore, we continued painful spectators of the scene, ringing our bell to encourage them, and beckoning to them on the shore to launch the boats. When our wheels were put in motion to adjust the position of the steamer, the passengers, apparently fearing we were about to leave them, would rend the air with imploring cries, while others tolled the ship's bell, the sounds of which were borne to us above the wailings of the surf that swept over the ship.

"We were near enough to distinctly see women holding their little ones with one hand, while the other, bleached by the spray, clung with a death grip to the ratlines on which they stood, only one or two in the mizzen rigging having on but a shirt. On the forecastle there stood a few moments ago a group of four clinging to the stay, but they are now gone—a heavy swell has probably swept them away. Men have been seen to fall from the jib-boom into the surf.

"Thus we have looked on, unable to approach the ship. Captain Reynolds twice hailed them on the shore, and asked them to launch the boats, as the surf, to us, seemed to be now sufficiently smooth to do so on the lee side of the ship. Finding that we could do nothing, and as the sun went down, seeing the boats hauled back upon the beach, we left to procure life boats, making signals to the wreck that we would return immediately. Meantime, the 'Leviathan' also arrived opposite the wreck, but like ourselves, had no boats to render any assistance.

"On our way up we soon met the 'Hector,' having in tow a wrecking schooner, in charge of Captain Bowne, and with him we went back to the wreck. On reaching it, Captain Bowne informed us that although he had boats,



SCENES AT LOCATION OF THE WRECK AT PRESENT TIME.

TIME POST. ANCHOR OF "NEW ERA."

U. S LIFE SAVING STATION AT DEAL BEACH.

he had not two men who could pull an oar, and asking if any on board would go with him in the boat? I replied, 'Here is one,' and Mr. Haskell volunteered to do the same.

"Captain Reynolds then informed Captain Bowne that he could get men to man his life boat by coming alongside of the 'Achilles.' We then made preparations to join Captain Bowne, but to our surprise he pulled away from us toward the ship, leaving word for the 'Achilles' to return to the city.

"Thus a large and powerful boat, with plenty of accommodations for the rescued passengers, was sent to the town, and the 'Hector,' a comparatively slow and unsuitable boat, retained.

"At 8:30 o'clock, when we left the wreck, the wind was blowing fresh from the westward, and it was thought would soon reduce the swell, but with the darkness to contend with, and short handed, it must be impossible to take off the passengers, and many more must inevitably perish from exposure during the dreary darkness that has now closed over them."

The next account we have was written at seven o'clock on Monday evening, and gives the situation from the shore:

"The ship remains in the same position as before reported, broadside to the sea, which runs mountains high, and renders it impossible for the tug boats to render any assistance. The sea is breaking over the wreck, and before dark we could see every available space in the rigging filled with probably some two hundred persons. Not less, probably, than seventy-five have already been washed overboard, and from present indications a great many

more will be hurled into the sea before any effectual assistance can be rendered.

"All the balls at the station were shot over the ship without being able to send a line on board from the shore, except in one case, when a life boat was immediately sent out to the wreck, and Captain Henry and eight or ten others got into it; but it was instantly capsized and turned completely over twice. Captain Henry and four others clung to the boat and succeeded in reaching the shore. Unfortunately, at the time the life boat capsized, the cable from the shore to the ship gave way, and there was then no remedy but to send to another station and procure more balls for the purpose of throwing another line over the wreck, and not an instant was lost in sending to the nearest life-boat station for this purpose.

"The ship is a perfect wreck, and there is not the least hope of saving anything.

"Should the heavy sea continue during the night, it is scarcely possible that more than a very few of the passengers now on board or holding on to the rigging, can be saved, and it is not at all improbable that every soul will be washed overboard before daylight.

"All the passengers are Dutch or German, and as there is no one here who understands their language, we are not able to obtain from those who reached the shore any information in regard to the condition of things on board, which undoubtedly is bad enough."

[By eight o'clock the ship had settled in the quicksands and was nearly level with the sea, which was then making a clean breach over her, and it was not thought possible that the passengers could hold on much longer. A second line had been thrown from the shore across the deck of the ship, but the passengers and crew appear to have been too

much exhausted to avail themselves of it, and the general opinion was that the ship must go to pieces very speedily, and in that case probably every soul on board would be lost.]

By four o'clock on Tuesday morning, November 14th, the sea had gone down sufficiently to enable surf boats to live, and at 4:30 o'clock Mr. Wardell's boats went off to the wreck, and by seven o'clock one hundred and thirty-five persons were safely landed, notwithstanding a heavy rolling surf and the sea almost constantly breaking over the ship.

After all the living were taken from the wreck, search was made on board for the dead. Twelve bodies were brought on shore, and it was understood that at least twenty or thirty more were still on board, many of whom were cut and mangled in the most shocking manner.

Most of those saved were forwarded to Red Bank the same afternoon, and reached New York City, by the steamer "Alice P. Price," on Wednesday evening.

Several of the women were so completely exhausted as to render it impossible to remove them at the time, but they were well taken care of.

The whole number landed by Captain Wardell and his crew was 153, several of whom, however, died from the effects of their terrible hardships during the following thirty-six hours.

### A Visit to the Wreck.

Another correspondent who saw the ship shortly after the passengers were rescued says:

"The vessel was wrecked about half a mile from the residence of Abner Allen, directly opposite his house. Making our way to the beach, we found Captain Bowne,

and Edward Wardle of the underwriters, Mr. Jacob Morris of the custom house, and a large number of people.

"The ship lay about 300 yards from the shore, on the outer bar, her deck level with the water, and the sea washing over her continually. At the period of which we write (four P. M., Tuesday) it was about low water. There is no chance of saving anything from her beyond her rigging. The masts were standing uninjured, and with the exception of the loss of mizzen-top-gallant, she appeared to have suffered no damage above the bulwarks. The fore, main, and mizzen topsails were still set, as when she went on, treble reefed. The other sails appeared to be loosely clewed up, and rent in many places. In the main shrouds, the body of a female was still visible, nearly nude, her arms and legs thrust through the crossings. The planking of the bulwarks was all torn off, and the sea belched every moment through the frame of the bulwarks, like the smoke from a frigate's guns when firing a broadside.

"Captain Bowne having kindly invited us to go on board with him, we took a seat in the surf-boat, and were soon rowed through the breakers and alongside the ship's quarter. Watching an opportunity, as a spent wave receded, we leaped into the mizzen rigging. Such a spectacle as the decks of the 'New Era' then presented we hope never to be called to witness again. The forecastle was beaten in, and the top of the poop-cabin on the larboard side had a large hole in it that the waves had made. The deck had been swept of everything. The frames of the bulwarks stood above the waves, like the fleshless ribs of a leviathan, while protruding through them were the bodies of men, women and children, all of them naked, or but partially covered with the clothes they had on when asleep in their berths. But the most awful sight of all

was directly below our feet. There, between the side of the poop-cabin and the mizzen chains about a score of corpses, all stark, stiff and cold, lay in every conceivable attitude of agony, maimed, crushed and bruised, with eyes washed from their sockets, with teeth set like vices, and every feature fearfully convulsed; there, promiscuously heaped together, were old men whose race had nearly run; young maidens, just blooming into womanhood, and babes whose lives were measured but by weeks. Every age and sex had its representative here, and told in ghastly types how much humanity may suffer. The blood had frozen into blackness beneath their finger-nails, and with the half-clinched hand, showed how strong had been the grip upon the rigging—how long and fierce the strife for life; a contest in which they did not yield until the bleak blast had frozen their hearts' blood, and their unconscious hands had loosened their grasp, when their lives went out in the dark night, swallowed up beneath the seething waves that burst madly over the ship.

"We observed upon the front of the chemise of one of the women, the Roman capital letters 'W. K.' worked in red cotton, and upon another, the capitals 'E. R.'

"And let us here remark, that until we came on board, the sea had been so rough, and the tide too high to venture from the shore, else these remains of the poor strangers would have been taken ashore and prepared for interment. As it was, Captain Bowne ran along the top of the bulwarks to the main rigging, to take down the body of the woman that still remained there. With some difficulty he disentangled her stiffened limbs from the shrouds, and gently lowered her by a rope into the surf boat.

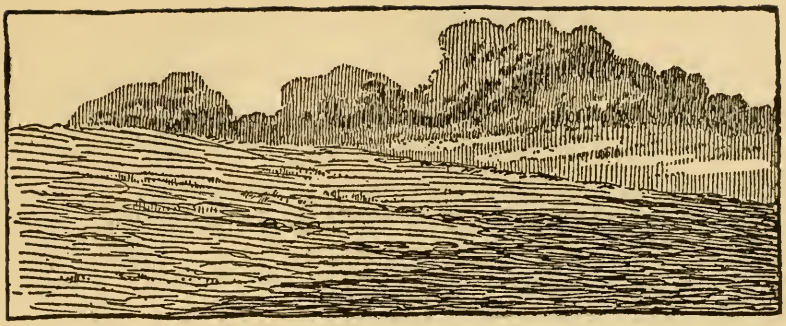
"The boat came alongside, and we leaped into her, thankful for our escape from the death-laden ship. Just then a few gulls wheeled and screamed about her, and the

waves beat a hollow bass to their treble; the sun as it was about to set, flooded the wreck with a halo of crimson and gold, and tinged even the gay barks that rode so bravely far out at sea, with its glory. A sudden jerk, and our boatmen were up to their waists in water, hauling the boat up upon the beach. And then the sun went down, and as the gay twilight came on, the people on the shore silently bore off the body of the young girl, that had so long lain stiffening in the rigging, that it might be prepared for Christian burial.

"On reaching Mrs. Allen's house, on our return from the beach, a number of wagons and carriages, containing farmers and their wives from the neighborhood, were drawn up near the door, and the good dames of Jersey were quietly dispensing their charity in the shape of clothes to the half naked men and women that gathered around them, and showered benedictions on their heads.

"Nearly all of the bodies that have been found as yet had gold wadded into some portion of their dress. Some of them possessed a considerable amount. The whole of it has been placed in the care of the coroner, who records the number and description of the body upon which it was found, and holds it in trust until the lawful owners shall claim it.

"Among the persons deserving of commendation for their untiring efforts for the safety of the passengers are Messrs. Jacob W. Morris and Edward Wardle of Long Branch, Captain Wilson of Squan, Captain Bowne of New York, as well as the other gentlemen whom we have particularized. Indeed, had the craven crew and paralyzed Captain of the 'New Era' but manifested such dauntless bravery as that displayed by the New Jersey coastmen, we should not have had to chronicle such dread results from this last disaster as we do this morning."



## CHAPTER III.

### Statements of Captain and Crew.

CAPTAIN Thomas J. Henry, commander of the "New Era" made the following statement:

"We left Bremen on the twenty-eighth of September, last, with three hundred and seventy-four steerage passengers, six second cabin and four cabin passengers on board. Our cargo consisted of six hundred tons of chalk, and twenty thousand cubic feet of merchandise of various kinds. We had a very hard passage, with heavy west winds, and about the twentieth of October, we shipped a sea that swept everything from the decks. The sea struck us fore and aft, and stove in the bulwarks, swept off the passengers' cooking range, killed two or three passengers, and disabled several others. The water passed into the main hatchway. The passengers killed were of the steerage list. The gales continued

very heavy, and the sea being so strong it strained the vessel so that she commenced leaking, and when reaching the United States coast, she leaked very bad. The leak was so rapid that it was requisite to keep one pump in operation all the time, prior to arriving here. The last observation I had was 66 degrees longitude west, and 41 degrees, 50 minutes, latitude. This was last Friday; we have had no observation since.

"On Saturday it was thick, the rain falling heavily, and a strong breeze from the south. I then judged the ship to be in 72 degrees, 30 minutes, longitude and 40 degrees, 25 minutes, latitude. On that night we had the wind high from the eastward—changed to southeast about midnight, and commenced blowing very heavily.

"The cast of the lead was made every hour, and I supposed the ship to be on the Long Island coast, and we carried a heavy press of sail to keep her off that coast. I subsequently found the ship to be more to the southward and westward than I supposed. At 5:30 o'clock last Monday morning, the lead was thrown, and as nearly as could be ascertained, we were in from thirteen to fiteen fathoms of water. This was about half an hour before the vessel struck. The sea was running very high, and as the vessel went ashore we braced the yards aback to haul her off, but found it was of no use, as she had gone head on, made two or three thumps, swung around, broadside to, and was fast. At this time the sea broke over the ship and she began to go to pieces. We then got all the passengers from the 'between' decks to the main deck, and ordered out the main boat to run a line ashore. The hatches were not closed, and on the contrary I ordered every passenger up to the main deck at the time she struck.

"The boat reached the shore safe with the line, but

the men let go of it. The mate and four or five seamen were in this boat. They let go of the line, went ashore, and stayed a short time on the beach. The other boats were soon after got out, and the balance of the crew deserted, with two of the cabin passengers. There was an exception in the *desertion* of the crew, as two or three of the sailors staid with me, and assisted in saving passengers. *After the crew had taken away the ship's boats,* the people on the beach attempted to launch a surf-boat, but it did not succeed.

" About noon on Monday, they attempted to shoot the mortar toward us, to give us a line. The first shot went ahead of the ship, the second fell short, and on the third and fourth the wire broke. The next shot made reached the ship, and I got hold of the line, and, with the assistance of the passengers, hauled it on board. With this line a hawser was hauled on board, and to that they attached a life-boat, and we hauled her out to the ship; the life-boat capsized several times, and when we got her alongside she was full of water. I got into the boat to bale her out, and the passengers rushed into her to such an extent that I had to push off; the line parted, and five of them were drowned, and five, with myself, were saved. There was nothing more done, except firing some more shots. When the boat upset I went under her, and could not extricate myself for several minutes. I finally got on the bottom of the boat with the other four persons, and the men on the beach hauled her ashore, bottom upwards. I saved nothing of the papers or manifest.

" After I got ashore efforts were made to get a line to the ship, but they were unsuccessful. At this time about 150 of the passengers fled to the rigging for safety, and remained there all night. The gale had subsided, and

the atmosphere being warm, with a light southwest breeze, they lived until this morning, when it became more calm, and they were rescued in surf-boats, through the assistance of the surfmen and citizens. The ship's company consisted of myself, first mate, second mate, physician, steward, cook, carpenter, and 23 seamen, all of whom were saved, except the steward and doctor, who were drowned in the cabin before I left the ship. I shipped the steward in Boston. I think his name was George A. Drew. There were two genteel-looking cabin passengers, named Wm. Von Rensielier and Mr. Behue, from Reading, Pennsylvania, who were saved in the first boat, and left for New York.

"Among the lost was the physician of the vessel, who shipped with me in Bremen. A young lady, who was called Miss Dorretti, was washed off and drowned before I left the ship."

### Statement of One of the Seamen Who Stood by the Ship, Showing the Cowardice of the Captain and Crew.

Charles H. Griffin, of Brunswick, Maine, a youth of some seventeen or eighteen years, and one of the seamen on board the ship "New Era," says: "She sprung a leak a week or so before she went ashore, and we were compelled to keep both pumps going night and day. For three days previous to our going ashore, we had thick and heavy weather; in fact, during the whole passage we encountered violent head winds. We took soundings at four o'clock on Monday morning and found seventeen fathoms of water; again at five, when we were in fifteen fathoms of water. 5:30 we had shoaled to eleven fathoms. We reported the result of our sounding to the

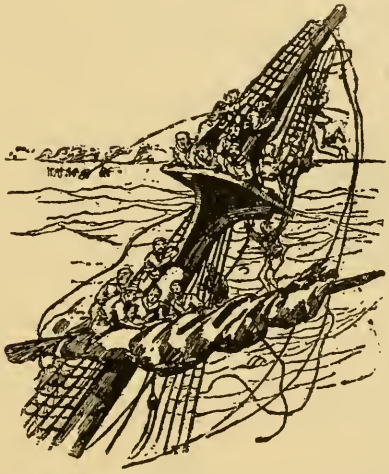
captain, and the second mate came forward and told the watch that from the sand on the lead, we must be near the Jersey shore, and that we must keep a good lookout for land. Two men were placed on the lookout, but the fog was so dense that no object could be discerned more than half a length ahead. About ten minutes after six she struck, while going at the rate of six or seven knots per hour, under close reefed topsails, main topmast staysail, fore topmast staysail, spencer, and spanker. About three o'clock in the morning we had made more sail than we had previously been carrying—had it not been for this we probably should not have been wrecked. Immediately after we grounded, the captain came on deck and gave orders to brace around the yards, which was done, and an effort made to back her off. After several ineffectual attempts we found this impossible, as every sea was driving her further on the beach. Orders were then given to clear away the boats. The first boat was manned by the first and second officers and three of the crew, and started for the shore with a line, but in consequence of the line being too short they did not succeed in getting it ashore, as they were compelled to let it go, although the boat reached the beach. The second boat was then lowered and manned for the purpose of trying to get another line on shore, but the line became entangled on board the ship, and the boat was obliged to let it go also. Our last boat (the long boat) was cleared away and got over the side, to renew the attempt to get a rope to the beach. That boat was large enough to carry about 25 or 30 persons; five or six of the crew got into her to bale her out. At this time the captain was in the mizzen rigging, on the starboard side, and gave us orders about the boat. Six of the crew were in her baling, when a

sea struck her and her painter parted. She was carried away from the ship, and those who were in her were obliged to make for the shore. The ship's surgeon, Dr. Papenhusen, attempted to get into her by lowering himself on a line, but was too late, and the sea washed him off, and he was drowned. The captain then descended to the rigging and came forward to the jib-boom. Eight or ten of the passengers, in attempting to follow him, were carried overboard by the waves. When the ship struck she swung around broadside to the beach, her head to the south; the sea broke over her fore and aft, and in less than an hour she filled and sunk. When the ship struck, the passengers were all between decks, in their berths, with the exception of twelve, who were taking their turn at the pumps. The sea broke over us and rushed into the between decks, drowning many of the women in their berths. Those who could do so, rushed upon deck, many of them nearly in a state of nudity, and ran about the deck shrieking in the most painful tones. The houses on deck, the top of the poop cabin, and every place of shelter, were crowded with them. In the forward house were some fifteen or twenty persons, mostly women. These were carried overboard, together with the house in which they sought refuge, by a tremendous sea that nearly cleared our decks. As many persons as were able ascended the rigging, and clung to it for safety from the great seas that dashed over us. The captain told the people to remain quiet, and they would all get ashore; but they heeded him not, but kept crying for assistance. The captain also shouted at the top of his voice for help from the shore. The poor people on board were being continually swept off into the sea. The whole of the rigging on the star-board side was filled with them,

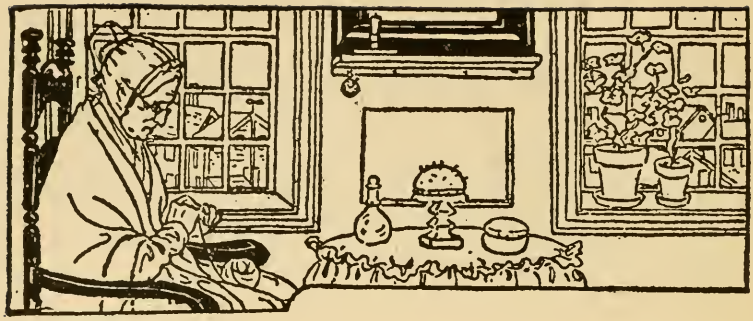
probably to the number of 200 souls. After several ineffectual attempts, the people on shore succeeded in firing a shot over us, and sending a line across our fore royal stay, and a man on the end of the flying jib boom caught it. The captain made it fast by the fore stay, and all of us hauled the life-boat from the shore to the ship. The captain got into the fore chains, and was followed by a part of the crew. The boat having capsized several times in coming to us, was full of water, and the captain ordered some of the crew to get in and bale her out. As soon as they got in he jumped overboard, and scrambled into the boat, leaving five of the crew and his passengers on board. As soon as he got into the boat he cried out to the people on the beach to haul him on shore. When the passengers saw the captain leaving his ship, ten or twelve of them jumped overboard, and four of them got into the boat—the remainder were drowned. The coast people hauled the boat toward the shore, but she capsized three times in going, and only the captain, three of the crew and one of the passengers got ashore in safety—the remainder were drowned. On her way to the shore the line connecting the shore and the ship parted, and we were left again to despair. The people on shore again fired lines to us, but only one, the last, was successful; this caught on the foretopsail brace, but beyond our reach. By this time it was nearly dark, and the people on shore had exhausted all their shot, while the sea was running so high that they could do nothing for us with their boats. The few members of the crew remaining on board (five of us) lashed ourselves on the jib boom. About ten o'clock on Monday night, a boat from a steamboat came to us, within hailing distance, and asked how we got along; I replied, we should do very well till morning if

the ship held together, but I did not think she would last so long. The captain of the boat told us to hold on and he would soon be off to us with a life-boat and assistance. We got a line ready for lowering ourselves into the boat, and he returned in about half an hour and hailed us again to know how we were. We asked him to come along and take us in, but he waited for fifteen minutes and found it impossible to come, as the sea was so boisterous. About eight o'clock a fire was made up on the shore and kept burning all night, and persons stood by it during the darkness. The poor people on board were crying and groaning all night, but no earthly assistance could then be afforded to any of us. About twelve o'clock the sea began to break over our place of shelter on the boom, and we got up onto the forestay and into the foretop. All this time the deck was strewn with dead bodies which the sea washed to and fro against the frames and bulwarks and the rolling spars and rubbish, mangled terribly. A cold westerly wind arose about eight o'clock on Monday evening; the night was very bleak, the blast piercingly cold, and many of the emigrants benumbed and frozen, lost their hold and dropped from the shrouds into the sea and were drowned. Others, exhausted, hung by their legs in the rigging, too feeble to longer maintain their hold, and so perished from suffocation. The scene was too awful for further detail. Thank God, however, after suffering from cold, hunger, and the buffetings of the waves for nearly twenty-six hours amid horrors at which the soul sickens, we were saved. By seven o'clock on Tuesday the sea had fallen considerably, and three surf-boats put off from the shore to our assistance. Through caution and close watching of the rolling waves they saved all that were on board alive (with the exception of four or

five who were drowned in jumping after the boat when they were on their way back to the shore full of people). All were saved before eight o'clock on Tuesday morning. Of many who were washed overboard by the sea, only one woman was saved. She got ashore, some two miles below the ship, in a state of nudity, having been preserved by clinging to a fragment of the wreck."



FROM A DRAWING MADE AT THE TIME.



## CHAPTER IV.

### Passengers Who Were Saved.

THE captain of the "New Era" stated that he brought 374 steerage passengers, six second, and five first cabin passengers. His crew consisted of 29 persons, and 12 passengers' cooks, making the number of persons on board, including himself, 427. Of these, it is known that the following persons were saved. This list is necessarily imperfect, as the people started for New York as soon as possible, by various routes; but it is as complete as the circumstances would admit of:

*First Cabin.*—Gustavus Behne, Reading, Pa.; Wm. Von Rougelen, Cincinnati, Ohio.

*Second Cabin.*—As far as we have been able hitherto to ascertain we have heard of only one person, a lady, Mrs. Emilia Tautz, being saved out of the six persons stated by the captain to have taken their passage in the second cabin. Mrs. Tautz was rescued from the wreck

in a very exhausted state early on Tuesday morning, whence she was at once removed to Mr. Allen's house, where every care was taken of her. Soon after she had been put to bed, however, she miscarried, but is now doing well, being carefully watched by Dr. Walter I. Kimball, of Eatontown, to whom, and to Drs. Pettit and Scriven, too much praise cannot be given for their unwearied care and solicitude for the sick and wounded. Both the husband and brother of Mrs. Tautz were drowned.

One of the passengers, who after being washed overboard was so fortunate as to reach the shore alive, was Mrs. Louisa Heier, a native of Preussenminden, Prussia. She was the only woman washed overboard who was saved, and the only woman saved on Monday at all. One of the heavy seas caused her to lose her hold on the rigging, and suddenly she found herself engulfed in the mad element. After alternately sinking and rising several times, she was conscious of being violently struck by some hard substance. She grasped it firmly, and found in a piece of spar a support with which in a few moments she was dashed upon the beach, fortunately uninjured. She was on her way to Wisconsin.

*Steerage Passengers.*—Staying at the house of Abner Allen.

Fritz Heidenreich, wife and sister, Johanna, from Minden, Prussia.

Heinrich Bingemann, Minden, Prussia.

Edmon Helmsen, Minden, Prussia.

Martin Stein, Hummerstadt, Saxe, Meinigen.

Freidrich Balte, Buckliansen, Hanover.

Peter Kopp, Nenkern, Bavaria.

Daniel Stahl and wife, Siezen, Prussia.

Lorintz Schelle, Munich, Bavaria.

Printzel Nerich, Munich, Bavaria.
Hermann Gutenberg, Lupperne, Prussia.
Sanger, Bavaria.
Carolina Reinke, Prussia.
Fredericka Schulk, Prussia.

*At Eatontown.*

Heinrich Weishaus, a naturalized citizen of the United States, belonging to Cincinnati, Ohio. His leg is broken. A brother of this man was drowned.

The following passengers went to New York on board of the steamboat "Eagle," from Port Monmouth, N. J.:

Gustavus Behne, Reading, Pa.
Willen Van Ronzeled, Cincinnati, Ohio.
Heinrich Jacob Weckesser, Hesse Cassel.
Isaac Lowenberg, Prussia.
Carl Paulsteeg, Hesse Cassel.
Heinrich Renner, Prussia.
Heinrich Bauer, Ostfriessland.
Simon Kohlafer, Prussia.
Ferd. Brickheimer, Frankfort on the Main.
Heinr. Schonier, Hesse Darmstadt.
Wilh. Schmelz, Hesse Cassel.
Andreas Popp, Coburg.
F. Wilh. Schmidt.
Carl Uhlmann, Saxony.
George Eggrs, Hesse Cassel.
Moritz Schmitz, Prussia.
Herman Vagler, Saxe Meiningen.
Heinr. Carl George, Prussia.
Martin Kunlmann, Hesse Cassel.
Joh. Schatz, Bayern.
Jos. Aerz, Bayern.
M. Buchholz, Erfurt.

H. Georg, Prussia.
G. Menk, Wurtemburg.
Geo. Geshord, Bavaria.
F. Weber, Bavaria.
Friedr. Ahl, Hesse Cassel.
Joh. Steckowitz, Prague.
Anton Steckowitz, Prague.
Melchoir Oehs, Hesse Cassel.
Joh. Adam Leinham, Saxony.
Ludw. Heck, Hesse Cassel.
Conrad Geiger, Bayern.
Maria Krenty, Hesse Cassel.
Georg. Strieger, Bayern.
Nich. Martin (lost family), Bayern.
Friedr. Getty, Hanover.
Paul Richter, Erfurt.
Friedr. Fiedler, Prussia.
Wilh. Keysang, Hesse Cassel.
John. G. Fuchs, Wurtemberg.
Cooper Baberich, Prussia.
George Schmidt, Bayern.
Justus Dernbardt, Hesse Cassel.
Ann Cath. Kluseman, Hesse Cassel.
S. Himerman, Hesse Cassel.
Nich. Freweg, Saxony.
Gottlieb Kruger, Prussia.
Albert Schaub, Hesse Cassel.
Joh. Vaas, Hanover.
Heinr. Scharlomstrad, Prussia.
Wilh. Lirmkpler, Hanover.
Gerh. Klinge, Prussia.
Joh. H. Stange, Hesse Cassel.
George Neutze, Hesse Cassel.

August Werthur, Schwartzburg-Sonderhausen.
Wilhelm Aberscheider, Hamelin.
Heimer Aberscheider, Hamelin.
Conrad Jacobi, Hesse Cassel.
Christ. Heppel, Waldeck.
Adam Strecker, Hesse Darmstadt.
Heinr. Hamschmidt, Prussia.
Herm. Hamschmidt, Prussia.
Heinr, Meyer, Hanover.
August Loeser, Schwartzburg-Sonderhausen.
Emil Loeser, Schwarzburg-Sonderhausen.
Albert Muller Schwarzburg-Rudolstadt.
Heinrich Schlelcher, Schwarzburg-Sonderhausen.
Carl Zeng, Erfurt.
Henry Wishhaus, Cincinnati, Ohio.
Emilie Tanzgel Kammerer, Schwarzburg-Sonderhausen.
Emil Ludor, Schwarzburg-Sonderhausen.
Christian Knabe, Schwarzburg-Sonderhausen.
Julius Winter, Prussia.
Michael Schimberger, Prussia.
Henr. Neuhaus, Prussia.
Paul Schicke, Bavaria.
Mathias Walterspier, Prussia.
Ludwig Fastock, Hanover.
Joh. Garke, Hanover.
Goth. Hermann, Hesse Cassel.
Albert Hiller, Prussia, lost his whole family of seven persons.
Leonh. Thurm, Bavaria.
Jacob Granger, Nurnburg, brother died on the passage.
August Heinecker, unknown.
George Wagner, Bavaria.
Jacob Engelmann, Wurtemberg.

Karl Glaser, Hesse Darmstadt.
Theodore Glaser, Hesse Darmstadt.
Ernst Zanger, Prussia.
Joh. Muller, Prussia.
Diedrick Reke, Hanover.
Wilh. Tombois, Saxony.
August Nagel, Braunschweig.
Adam Volkmann, Hesse Cassel.
G. Adam Crus, Hesse Cassel.
Henir. Wesemann, Hanover.

*Names of the Officers and Crew Saved.*

Thomas J. Henry, captain.
George Jordan, first mate.
William Frost, second mate, Philadelphia.
Francis Davis, third mate, Lancaster, England.
Thomas McFarland, seaman, New York.
Philip Bisson, seaman, Jersey.
Lans Heinrickson, seaman, Sweden.
Andrew Wolfson, seaman, Sweden.
John Dohlbaith, seaman, Sweden.
Joseph Perry, seaman, Philipsburg, Me.
John Stacy, of Bath, Me. This lad was one of the few brave fellows who shamed officers and crew in staying by the ship until the last passengers were saved.
John Wilson, seaman, New Orleans.
John Brennan, seaman, London, England.
Charles Dahr, seaman, Easton, Pa.
John White, seaman, Philadelphia.
John Cashman, seaman, New York.
James Turner, seaman, Bath, Me.
Oliver Peterson, seaman, Sweden.
Michael Wright, seaman, Waterford, Ireland.
John Mason, seaman, Boston.

John Marrell, seaman, Orwell, Vt.
Elisha C. Goodrich, seaman, Lebanon, Me.
Charles H. Griffin, seaman, Brunswick, Me.
George A. Drew, steward, Boston, lost.

These names show 122 passengers and 24 of the ship's company saved. But we were informed that 143 passengers and 28 of the ship's crew were safely landed.

The following letter is from Mr. W. M. Wermerkirsch, one of the clerks of the Commissioners of Emigration, who was present at Deal, attending to the survivors of the wreck.

"All the passengers who have recovered from the effects of the fatigue and exposure on the wreck, and who are now here, will be sent to New York to-day. There are eighteen altogether. We have here one woman who has been confined, and a man who has broken his leg. The woman is at Deal Beach; her name is Amelia Danz. Her husband and child both died on board the wreck. Her brother, Theodore Keimmerer, living at 395 Market Street, Philadelphia, is at present at Eatontown, Monmouth County, lying ill, under the care of a physician.

"The people of the surrounding country have been very kind to the survivors. I have given to all the passengers a card to the office of the Commissioners of Emigration in the Park, and I have placed all the sick under the charge of Captain Bowne, the agent of the underwriters to the boat, so that they can be sent to New York. There will be about eighteen altogether, sent to New York to-night (Thursday), as I have said, in addition to those already there. They are all well.

"I have found Captain Bowne a man of energy and humanity, to whom the passengers can never be too thank-

ful for the trouble which he has taken to make them comfortable.

"As we cannot obtain the names of the dead, we have placed, according to our direction, a number on each body, and entered in a memorandum book the following descriptions:

"No. 45.—A female; blue calico dress, under clothing marked N. L., brown hair, small in stature, aged about 16 years, very badly disfigured, found on her person one gold ear-ring, 8 two guilders, 3 ten thalers in gold, 3 gold dollars, and 8 half dollars.

"In order to ascertain the names of the bodies I enquired of the more intelligent passengers, but not one could be recognized, on account of the features being almost totally destroyed. I hope the papers which have been found on some of the passengers will throw more light upon the subject. The following are the only bodies which we have been able thus far to recognize:

"Samuel Rothschild, Frederick Deubel, Johanna Riecks, H. Gruneborg, from Berlin.

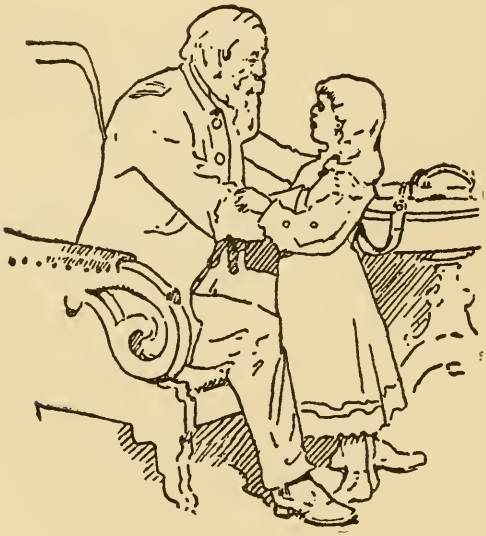
"S. Rothschild has a cousin in Savannah, Ga.; J. Deubel had a bill of exchange of $241.40, dated Bremen, the 15th, 1854; J. Reicks had two bills of exchange, of $140 and $60, dated September 13, on Meyer & Stucken, in New York, drawn by Lehman, Oppenheimer & Co. These bills and all the other articles of value found upon the bodies are in the hands of the coroner.

"It is thought that we can get the bodies and trunks, which still remain in the steerage, out by to-morrow. All the coffins and places of burial have been numbered according to your directions.

"The ship now lies with her bulwarks four feet out of water, broadside on the beach, and about two hundred

yards from the shore, nearly opposite the inlet called the Great Bend.

"We have just numbered the last coffin 119, and have thirty more bodies yet to be disposed of. I have been present at the inspection of all the bodies, in order to ascertain, as far as possible, their names. I have not slept for twenty-four hours, and am endeavoring now to get a few hours' rest."



## CHAPTER V.

### A List of the Lost, Identified and Unidentified.

The Identified Victims.

*First Cabin.*

Dr. Papenhausenn, of Bremen.

Miss Dorothea ———.

Mrs. Von Rouzelon, died on the passage.

*Second Cabin.*

Husband and Brother of Mrs. Tautz.

*Steerage.*

Seven persons of a family named Hillier, from Prussia.

Heinrich Weishaus.

George A. Drew, ship's steward, of Boston.

Frederick Klein, 16 years old, Münden, Prussia.

Mrs. Gerhard Wieling and two children, Cur Hessen.

Carolina Fischer, from Landkraft, Hessen-Hamburg.

Mrs. Petrem and child, 4 years of age, from Osnabruck, Hanover. Her husband is a cigarmaker in New York.

Mr. Naumann, an actor. His wife is in New York, said to be connected with the theatre.

Mr. and Mrs. Schwapp, residents of New York, on their return from Germany. Mr. Schwapp was an apothecary.

Mr. Caufmann, wife and two boys. This gentleman had six thousand guilders in a chest on board the "New Era."

Miss Augusta Schwertferger. Has a sister in New York.

Ernst ———, a young man 22 years of age, a son of Miss Schwertferger's sister, mentioned above.

Mr. Volz, from Wurtemberg.

Mr. Ferstner, also from Wurtemberg, and a friend of Mr. Volz.

Mr. Saenger, from Nurnberg, Bavaria.

Robert Schwartz, wife and infant child, from Braunfels, Prussia.

Gustav and Augusta Gutenbeil, from Lepehne, Prussia.

Hermann and Henry Bolter, from Brockhausen, Hanover.

Augusta Koszta and two children.

Sophia Behnin.

William Behnix.

George Wilhelms.

Anna Reichell.

Jacob Reichell.

Eleanor Reichell.

Wm. Koszta.

Carolina Waling.

Charlottee Waling.

Hannah Reichell.

Chas. L. F. Grinberg.

William Waling.

The New York *Times* gives the following additional names:

Samuel Rothschild, has a cousin named H. Rothschild in Savannah.

Frederick Deubel (had a bill of exchange for $241.40, dated Bremen, Sept. 15, 1854, and drawn on C. J. Bichtal, of New York).

Johanna Reacks (had two bills of exchange—one for $140, and the other for $60, drawn by Lehmann Ophanheimer, Brunswick, on Meyer & Stucken, New York).

The only remaining survivors at Deal then were, Mrs. Amelia Danz, and a man whose leg is broken. Both are receiving every possible attention, and will be conveyed to New York as soon as they have recovered sufficiently to admit of their being removed. Her brother, Theodore Kamerer, also one of the survivors, is now at Eatontown, N. J., where he is receiving every attention. His residence is at No. 395 Market Street, Philadelphia.

## The Unidentified Victims.

"Up to last evening" (Thursday, November 16), writes the correspondent of the New York *Herald,* "the hull of the ill-fated ship 'New Era' had not commenced breaking up, and this led to the belief, on the part of the agents of the underwriters, that considerable might yet be saved if the operation of wrecking was proceeded with immediately. The captain and the remainder of the passengers, with the single exception of Amelia Danz, came up to the city last night; no contract had yet been made by the agents for stripping the ship, although no difficulty was anticipated in making the necessary arrangements. On Friday morning (November 17) a heavy sea carried away everything on the deck, and severely damaged the sails and mizzen rigging. She has settled still deeper into the sand, and is now nearly covered at

water, when the surf washes her yards and sprinkles her royal masts with spray. The presumption that many bodies are yet hidden in the interior of the hold, is rendered stronger by circumstances which develop almost hourly some new feature of the frightful calamity. A second interview with Captain Henry has rendered clearer the cause to which the fearful loss of life may be attributed, he having detailed the events of the wreck, particularizing those parts in which, deserted by his officers and crew, he was left almost alone to superintend the only measure taken for the rescue of the passengers, and giving a fair reason for everything which took place on his part during the trying emergency.

"One hundred and forty-two of the victims have been buried, and of these we have obtained a full description, taken from the coroner's record, an abstract of which is as follows:

"No. 1. A male child, about one year old.

"No. 2. A male infant.

"No. 3. A female, about twenty-five years old.

"No. 4. The body of a woman, marked E. M. S., had silver rings in her ears.

"No 5. A female, of small size, about twenty-five years old.

"No. 6. A female, about fifteen years old.

"No. 7. A female, clothes marked A. S., brass rings in her ears, twenty years old.

"No. 8. A man, about twenty-five or thirty years of age.

"No. 9. A male, marked A. O., died after reaching the shore.

"No. 10. A man, about thirty years old.

"No. 11. A female, about eighteen years old.

"No. 12. A female, clothes marked M. R., about twenty-five years old.

"No. 13. A female, about fifty years of age.

"No. 14. A male, about fifteen years old, found on his person one $20 gold piece, American, and two $5 pieces.

"No. 15. A male, well proportioned.

"No. 16. A man, about eighteen years old, found on his person pocket book, containing letters, from these it was inferred that the name of deceased was Samuel Rothschild.

"No. 17. A male, about twenty-eight years old.

"No. 18. A male, about forty-five years of age, on his person in a belt, four twenty franc pieces, four American $20 pieces, two five franc pieces, one thaler.

"No. 19. A male, about forty-five years old.

"No. 20. A female, about thirty-five years old.

"No. 21. A male, shirt marked C. Q., about twenty-two years old.

"No. 22. A male, about twenty-five years old.

"No. 23. A female, about thirty-eight years old.

"No. 24. A female, about thirty-five years of age. A purse containing money found, not counted.

"No. 25. A female, about twenty years old, had gold rings in her ears.

"No. 26. A male infant, about eighteen months old.

"No. 27. A male, about fourteen years old.

"No. 28. A male, age about forty.

"No. 29. A male, about thirty years old. Found on his person one silver watch.

"No. 30. A male, about forty years of age.

"No. 31. A female, age about twenty, had in her ears silver rings.

"No. 32. A male, about eighteen years old.

"No. 33. A female, about thirty years old, supposed to be M. E. West.

"No. 34. A female, about twenty-five, in her ears were gold rings.

"No. 35. A male, thirty-five years old,

"No. 36. A male, about forty years old.

"No. 37. A male, about twenty-five years old.

"No. 38. A male, very much disfigured, about fifteen years old.

"No. 39. A male, twenty years old, very badly eaten. Shirt marked I. K.

"No. 40. A male, about thirty years old, shirt marked L. G.

"No. 41. A male, about twenty years old.

"No. 42. A male, about twenty years old.

"No. 43. A female, about forty years of age, had a medal round her neck.

"No. 44. A man of about thirty years.

"No. 45. A female, clothes marked L. N., about sixteen years. Found on her person one gold ear-ring, three double guilders, three pieces of ten thalers each, three gold dollars, and three half dollars.

"No. 46. A male, about twenty-five years of age, said to be a sailor and Scotchman.

"No. 47. A male, twenty-two years old.

"No. 48. A male, about twenty-five years old, ring which he had on was marked F. L.

"No. 49. A male, about twenty-two years old, gold ring on third finger of the left hand, marked E. B., a silver watch.

"No. 50. A female, about nineteen years of age, wore a silver ring marked L. I.

"No. 51. A male, about eighteen years old. A belt with ten pieces and watch, marked H. S.

"No. 52. A male, about thirty-five years of age, on his person a watch, a belt with nine pieces, a purse containing five pieces, one half dollar, one five franc piece, a rosary of black beads, shirt marked G. K.

"No. 53. A male, shirt marked F. S., about sixteen years old, found on him 10 thalers.

"No. 54. A male about twenty-five, found a pocket book containing one piece of five thalers, one silver coin, three coppers and one Spanish gold dollar, shirt marked A. H.

"No. 55. A female about eighteen years of age, found on her a purse containing one thaler.

"No. 56. A male, about thirty years old.

"No. 57. A female, clothes marked with letters E. H., about eighteen years old.

"No. 58. A female, twenty-five years of age.

"No. 59. A female, about forty years old, a purse with four guilders, five francs and one dollar, taken from her person. Marks on clothing.

| | |
|---|---|
| H. T. | R. A. |
| S. 1. | 1. 8. |

"No. 60. A male, about twenty years of age, letters J. W. on shirt.

"No. 61. A male, a belt with $145 in American, and two pieces and ten guilders on his body, about thirty years of age.

"No. 62. A male, about thirty-five years old, nearly thirty dollars found on his person.

"No. 63. A female, about seventeen years of age, clothes marked W. Lampe.

"No. 64. A female, about seventeen years of age, letters L. N. on her clothes.

"No. 65. A male, about twenty-five years old.
"No. 66. A male, about fifty years of age.
"No. 67. A boy, about sixteen years old.
"No. 68. A female, Ann Reichell, identified.
"No. 69. A female, about seventeen years old.
"No. 70. A female, Elizabeth Reichell, identified.
"No. 71. A female, about seventeen years old.
"No. 72. A male, trifling sum found on his person.
"No. 73. A female, about twenty-five years old.
"No. 74. A male, about thirty-five years of age, a watch was found on his person.
"No. 75. A male, nearly fifty years old.
"No. 76. A female, about thirty-five years old.
"No. 77. A male, about sixteen years old.
"No. 78. A male, T. Henry Harris, identified.
"No. 79. A male, sixteen years old.
"No. 80. A male, about fourteen years old, shirt marked H. I.
"No. 81. A female, twenty-five years of age.
"No. 82. A male, about thirty-five years old, shirt marked L. S.
"No. 83. A male.
"No. 84. A female, clothing marked R. S. J., about twenty years old, on her person about $20.
"No. 85. A male, about fifty years old.
"No. 86. A female, much disfigured.
"No. 87. A female, disfigured.
"No. 88. A female, disfigured.
"No. 89. A male, about forty years of age, shirt marked B.
"No. 90. A male, about twenty-one years old, T. S. marked on shirt.
"No. 91. A female, disfigured.

MONUMENT ERECTED BY THE "NEW ERA ASSOCIATION" OVER THE COMMON GRAVE AT EATONTOWN TO THE VICTIMS OF THE WRECK. DEDICATED NOVEMBER 20, 1892.

"No. 92. A male, about eighteen years old.

"No. 93. A female, about thirty years of age, linen marked M. R.

"No. 94. A female, about twenty-three years old, had a trinket called a charm on her breast marked with letters T. M.

"No. 95. A male, about twenty-one years old.

"No. 96. A male, about twenty years old, on shirt letters I. M. S.

"No. 97. A male, about forty years old, on his person about $25, and the letters M. K.

"No. 98. A female, about eighteen years old.

"No. 99. A female, disfigured.

"No. 100. A female, had on fine linen marked C. G., she was apparently about eighteen years old.

"No. 101. A female, about twenty years of age.

"No. 102. A male, marked W. N., about twenty-two years old.

"No. 103. A female, about twenty years old, linen marked H. F.

"No. 104. A female, about seventeen years old.

"No. 105. A female, about seventeen years old.

"No. 106. A male.

"No. 107. A female child, about five years old.

"No. 108. A little girl of nine years.

"No. 109. A female, nearly or about fifty years.

"No. 110. A male, about twenty-five years of age. A bead purse was taken from him containing $27.50, also a gold ring marked 'March 5, 1854,' and a chased ring with blue stone.

"No. 111. A male, about twenty-one years.

"No. 112. A male, about 24 years of age.

"No. 113. A male, H. R. on his garments. In his pocket was $45.

"No. 114. A male, the letters O. M. on shirt, about twenty-two years of age. $7.50 found upon his person.

"No. 115. A female, S. B. upon clothing, about thirty-five years of age.

"No. 116. A male, about thirty-six years of age.

"No. 117. A female, apparently forty-five years of age.

"No. 118. A female, about fifty years of age.

"No. 119. A female about fourteen years of age.

"No. 120. A female, about twenty-five years of age, letters K. S. upon her linen.

"No. 121. A female, about twenty years of age.

"No. 122. A female, about sixteen years of age.

"No. 123. A female, linen marked L. L., and about fifty years of age.

"No. 124. A female, about eighteen years of age.

"No. 125. A male, about twenty-five years of age, shirt marked E. W.

"No. 126 A male, about twenty-two years of age.

"No. 127. A female, about fifty-five years of age.

"No. 128. A male, about fifteen years of age, garments marked A. F.

"No. 129. A female, about sixteen years old, clothes marked S. G.

"No. 130. A young man about eighteen years old, found upon his person a book of letters, a silver watch, and $500 in money.

"No. 131. A female, letters M. F. on clothing.

"No. 132. A man, about twenty-five years of age.

"No. 133. A male child, about eighteen months old.

"No. 134. A male child, about three years old.

"No. 135. A female, thirty years of age, clothes marked C. P.

"No. 136. A female, twenty-five years of age.

"No. 137. A female, about twenty-two years of age.

"No. 138. A female, about twenty years old.

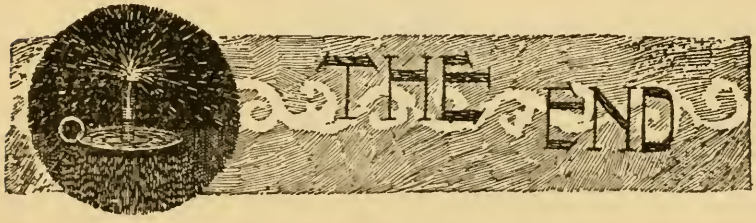
"No. 139. A female, about nine years old.

"No. 140. A male, about twenty-five years old, A. D. marked on shirt.

"No. 141. A female, about twenty years, F. B. marked on her clothing, on a finger ring the letters T. B.

"No. 142. A little boy, apparently ten years of age.

"This," writes the correspondent, "closes the list of those buried up to yesterday [Thursday, November 16], although between thirty and forty bodies were then lying near the house of Mr. West, and will probably be interred this [Friday, November 17] morning. Thus far, the sea has thrown up nearly one hundred and eighty of the victims of the fearful calamity of November the thirteenth; and yet, by comparison with the number of passengers, it will be found there are seventy persons missing. Many of these were undoubtedly suffocated in the steerage of the ship, immediately after striking; but as a part were washed off by the action of the waves, it is probable that for weeks to come we shall be reminded of this calamity by the occasional casting up of some lifeless body upon the coast, a sad momento of a terrible episode."



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